

April 23, 2026

Public Realm & Urban Design
City of Ottawa
110 Laurier Avenue West
Ottawa ON K1P 1J1

Lindenlea Community Association's Response to the Beechwood Avenue Public Realm Study

Dear City of Ottawa Public Realm & Urban Design Branch,

On behalf of the Lindenlea Community Association (LCA), we are pleased to submit our collective response to the Beechwood Avenue Public Realm Study. We appreciate the work undertaken to date and wish to offer constructive feedback across several areas where we believe the study can be strengthened before implementation proceeds.

1. Public Engagement and the City Planning Process

The timelines provided for community consultation were inadequate, and the scope of engagement excluded LCA representatives. We ask that the City organize broader community sessions beyond PAC meetings as the project continues to unfold, and submit a consultation plan to the communities it represents and are affected by the study - New Edinburgh, Vanier, Lindenlea, Rockcliffe Park, and Manor Park.

We are seeking clarity on how the various planned developments along Beechwood — at 47 Beechwood (at Springfield), 190 Beechwood (at Marier), and 81–97 Beechwood (Claridge) — are being integrated into the Public Realm Study. We request a modelled end-state view of Beechwood Avenue, including streetscapes, that reflects both the Public Realm outcomes and the proposed developments. Communities should be informed of how the streetscape will evolve over time so that residents can fully understand the scope and intended results of the project.



Figure 01 – The current proposed plan for 89 Beechwood (Claridge). Note the narrowness of the sidewalk the lack of space for any creative public realm area on the sunny side of Beechwood Avenue. Where is the developer’s contribution to the public realm?

We are also seeking confirmation that the plan is for all sidewalk repairs and cycling infrastructure changes to be deferred so they can be implemented cohesively through this project, and are requesting further details on how a coordinated implementation approach will be ensured given the unpredictability of development timelines along the corridor.

2. The Pedestrian Experience

The pedestrian experience along Beechwood Avenue is a central concern that has not been adequately addressed in the study. Optimizing pedestrian movement — both along the main commercial stretch between McKay and Marier and at the Cemetery entrance — deserves dedicated analysis.

We encourage the City to explore prioritized pedestrian crossing signals, a practice adopted in other jurisdictions, which give pedestrian movement precedence over vehicle access at intersections. A concerted effort to achieve consistently wider sidewalks, continuity of the walking experience along the full length of the road, and full compliance with accessibility standards is essential. Sidewalk design standards at vehicle entry points should also be reconsidered to prioritize the pedestrian experience over ease of car access to front-yard parking.

3. Cycling Infrastructure

There is strong community support for protected, continuous bike lanes and, where feasible, raised cycle tracks. However, we note that existing raised track sections, while separating cyclists from vehicle traffic, create conflicts with pedestrians on sidewalks, those crossing Beechwood, and transit users boarding buses. This must be addressed in the design.

We would also draw attention to the accumulation of signage, utility poles, and other street furniture within the cycling and pedestrian zone. Designers should take a holistic view of the shared streetscape with the explicit goal of reducing clutter and improving the collective experience for all users.

4. Transit Integration

The section of Beechwood between Vanier Parkway and Marier supports four OC Transpo routes (6, 7, 19, 20), which reflects a strong level of transit service. However, traffic management along this stretch is made significantly more complex at peak hours by bus operations, and the positioning of the bus stop at the Metro (Loyer Street stop) is a particular concern.

We recommend a comprehensive review of the transit user experience, bus stop placement, and the interaction between bus operations, vehicle traffic, and cycling infrastructure — optimized against lane widths and traffic flow. Notably, bus stops have not been addressed in the current planning documents despite being an integral element of the public realm and pedestrian experience.

5. Vehicular Traffic Management

We disagree with the the traffic forecasts presented in the plan. Data suggesting a decrease in traffic along Beechwood does not reflect the lived experience of community members engaged in this process. Furthermore, the forecasts do not account for projected traffic outflows from Wateridge Village once the Hemlock connection is established, nor do they consider the Manor Park redevelopment master plan, other planned developments in the immediate area, or intensification anticipated under the new Official Plan and comprehensive zoning bylaw. We request that these projections be revisited with updated assumptions.

We also note that traffic calming measures and speed reductions are being studied on other traditional main streets and on the Vanier Parkway. We ask why no such measures have been proposed for Beechwood, particularly given that the study's own data suggests the street is operating under capacity.

Several specific intersections and corridors warrant further attention:

- **Vanier Parkway Intersection:** This intersection represents a critical western gateway to the Public Realm study area. The ongoing work on the St. Patrick Bridge will produce a known set of conditions, and this intersection will remain a significant arterial node regardless of broader changes. We ask that the Public Realm project address the western arrival point at Beechwood Avenue and develop a phased implementation plan accordingly.
- **Putman Avenue:** While there is general support for the proposed side-street restrictions and bulb-outs on Chapel, Champlain, and Douglas, the traffic and parking implications for Putman and adjacent streets have not been fully analyzed. With parking on both sides, Putman is barely wide enough for two vehicles to pass during summer months and is nearly impassable when snow narrows the lane further. Redirected traffic from proposed closures along Douglas, Commanda, Champlain, and Chapleau will worsen these

conditions considerably. We recommend a detailed study of Putman Avenue and the Putman/Beechwood intersection, which presents particularly challenging conditions for cyclists and pedestrians due to its narrowness, the parking lot at the cannabis store, and the regular presence of delivery vehicles.

- **Springfield and Beechwood:** This intersection is already a significant choke point, serving five schools at the northern end of Springfield. Peak-hour backups currently extend from Springfield to the Vanier Parkway intersection. We ask how proposed road modifications will be coordinated with the development at 47 Beechwood, and whether those modifications will proceed if that development is delayed or cancelled.



Figure 02 – Springfield backed up because of traffic volume Eastbound on Beechwood Avenue. Note two school buses in the queue.



Figure 03 – Commercial Delivery at intersection during peak hours. It is possible to avoid conflicting traffic patterns through bylaws?

- **Acacia and Beechwood:** This intersection is very busy with bus turning and limited sightlines due to the curve of both Beechwood and Acacia. Adequate turning for the bus, as shown in the photos below, should be included in the functional design.



Figure 04, 05 & 06 – Bus turning right from Acacia onto Beechwood and mounting the curb due to the tight turn.

- **Parking:** Parking availability along Beechwood and on adjoining streets is already insufficient to support local retail. A parking structure, co-developed with future developments or existing parking lots such as the one at Metro Grocery Store would be supported.

We also ask the City to clarify what overarching traffic management plan connects all related projects, including the Sixth Ottawa River Crossing, Wateridge Village, and the Kettle Island corridor.

6. Urban Design and Public Realm

There is broad and strong community support for public realm improvements, particularly the introduction of trees, shrubs, and seating to humanize Beechwood and enhance comfort for all users. We encourage the City to pursue every available opportunity — through new development and City-led initiatives — to plant trees within the Beechwood right-of-way to maximize shade and improve the street environment.

We recommend that the City prioritize thoughtful, context-specific, and where possible custom urban design and public art strategies, alongside a consistent palette of materials and street furniture, to ensure a high-quality and cohesive public realm.

We also strongly support the underground placement of hydro lines along Beechwood — not only for aesthetic reasons, but to liberate space within a constrained right-of-way. We view this as a high priority and encourage the City to identify a path forward even if it extends project timelines.



Figure 07 – An example of the pedestrian experience of above ground hydro installation.



Figure 08 – A forest of urban clutter awaits the pedestrian crossing Springfield heading west on Beechwood.



Figure 09 – A barren bulb-out. How does this enhance the public realm?

Regarding the proposed bulb-outs and parkettes, we support their intent but ask that the City ensure they are designed to create genuine social spaces with quality seating and greenery. Excellence in design should be a stated goal. Public art selections should prioritize quality over quantity. Attention must also be given to all-season maintenance, particularly the management of snow removal and storage during winter months, and to ensuring bulb-outs do not compound existing street clutter from signage, utility poles, and waste receptacles.

We support the proposed narrowing of intersections at Douglas, Commanda, Champlain, and Chapleau, as these changes will create safer and more comfortable crossings for pedestrians and cyclists. The protected intersections proposed at Springfield and Putman/Marier are also strongly supported given the serious existing safety concerns at both locations. A detailed study of the relationship between proposed road alterations and potential future development will be essential before implementation proceeds. We request that the LCA be consulted on any proposed changes and have the opportunity to provide input to design concepts for these intersections, before any changes are approved.

7. Commerce and the High Street

Significant concern has been expressed by community members regarding the state of retail along Beechwood — an issue that falls outside the scope of this study but which must be considered in the broader planning context. City Planning guidelines do not appear to reflect small business needs in terms of leasable space types, nor does the City promote design guidelines for storefront coherence. Other jurisdictions have demonstrated that such guidelines can contribute meaningfully to vibrant, attractive commercial streets.



Figure 10 – ‘Monster’ Commercial Space (Minto). 10 years of unrealized commercial potential on Beechwood Avenue. This space is too expensive for “small business retail/service”.

As noted above, parking availability is already inadequate to support local retail. The majority of local patrons travelling to Metro, the LCBO, and nearby pharmacies do so by car. We ask the City to explore whether a future Metro redevelopment could incorporate validated parking, and to ensure that any reduction in parking through this project is accompanied by a credible plan for replacement supply. If sufficient parking is not maintained, community members will shop elsewhere — to the detriment of the local commercial street.

Conclusion

The communities along Beechwood Avenue share a genuine desire to see this corridor improved and are committed to constructive engagement with the City as this project moves forward. We ask that the City respond to the specific questions and recommendations raised in this letter, and that a revised engagement plan — one that meaningfully includes all affected community associations — be established before the next phase of the project proceeds.

We look forward to your response and continued collaboration.

Respectfully submitted,

The Lindenlea Community Association

Sent via email to: publicrealm@ottawa.ca

With copies to: rawlson.king@ottawa.ca; rideaurockcliffeward@ottawa.ca; michelle.nash1@ottawa.ca

